CALIFORNIA
High-Speed Rail Authority

SAN JOSE TO MERCED PROJECT SECTION OPEN HOUSE MEETINGS

May 2016

INTRODUCTIONS

Ben Gettleman, Facilitator

OPEN HOUSE OBJECTIVES

- Provide Updates on Statewide High-Speed Rail Program
- Detailed Information on San Jose to Merced Project Section, Including:
  - » Identifying the Range of Alternatives Under Study
  - » The Environmental Effects and Mitigation Measures to be Analyzed
  - » Station Planning and Locations Under Study
  - » The Environmental Review Process
- Public Comment

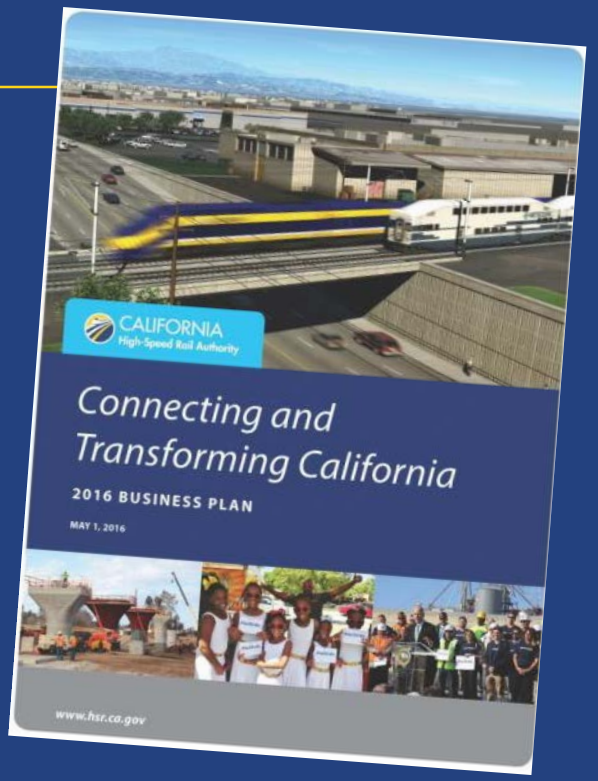
OPEN HOUSE GROUND RULES

- Please:
  - » Focus Input on the Open House Objectives
  - » Ask Questions at Information Stations
  - » Interact Respectfully
  - » Submit Comment Card to Speak
  - » Honor Time Limit During Public Comment
    - Two Minutes Per Speaker
  - » Turn Off or Silence Cell Phones

HIGH-SPEED RAIL
STATEWIDE OVERVIEW

Ben Tripousis, Regional Director

2016 BUSINESS PLAN



- Adopted and Submitted to the Legislature May 2016
- Foundational Document for Implementing the Program
- Includes:
  - » Summary of Progress Over the Last Two Years
  - » Approach to Deliver the System Using Existing Funds
  - » Updated Ridership Forecasts and Cost Estimates
  - » Describes Next Major Milestones

2016 BUSINESS PLAN: Three Main Objectives

- Initiate High-Speed Rail Service as Soon as Possible
  - » Brings Benefits to California
  - » Generates Revenue to Attract Private Sector Participation
- Make Strategic, Concurrent Investments
  - » Investments that Connect State, Regional and Local Rail Systems
  - » Links the System Together Over Time
  - » Provides Immediate Mobility, Environmental Economic & Community Benefits
- Be Ready When Funding Becomes Available
  - » Complete Environmental Analysis & Secure Approvals
  - » Position Ourselves to Be Shovel Ready

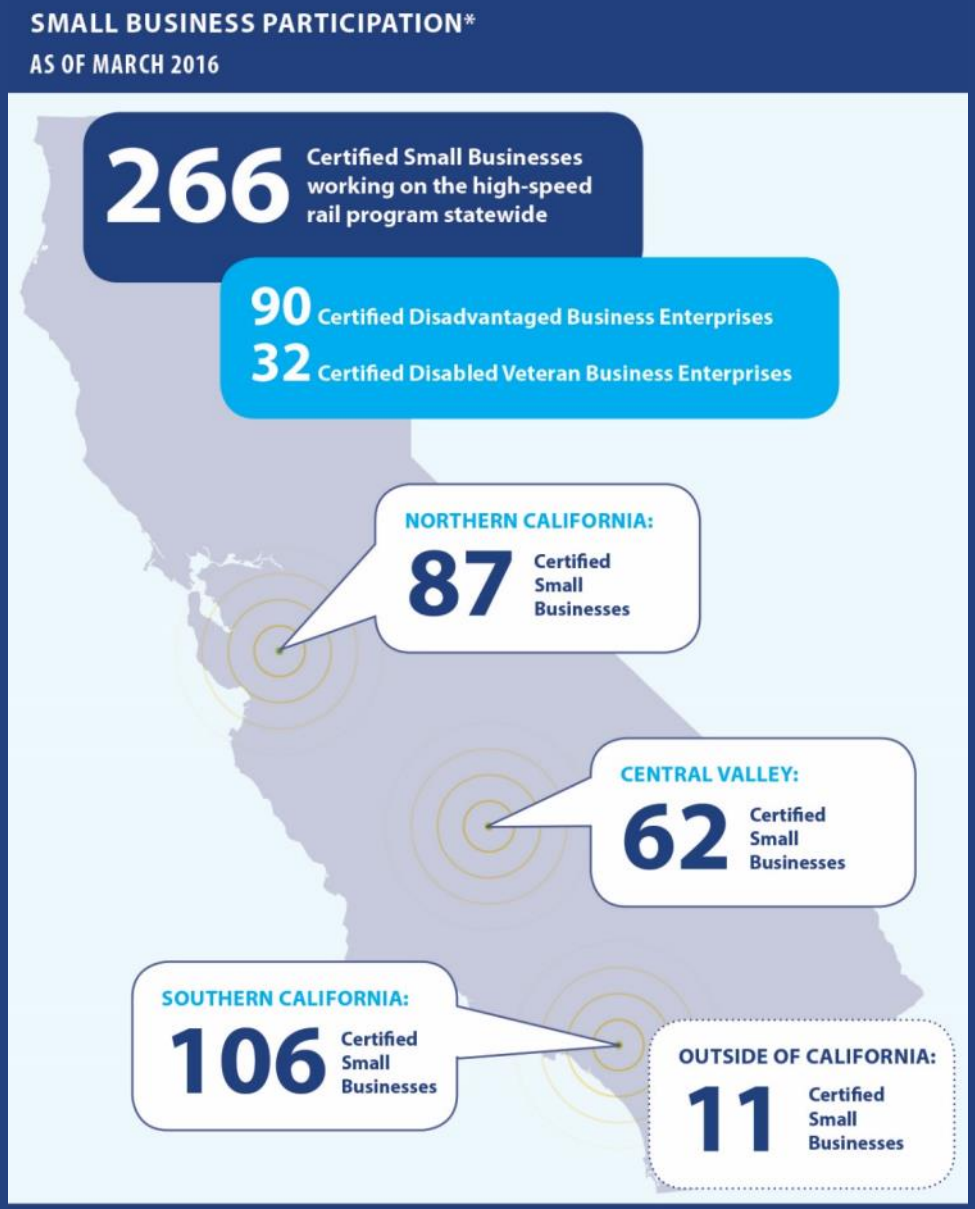
CONNECTING CALIFORNIA: 2016 Business Plan

- Silicon Valley to Central Valley Line
  - » Operational by 2025
  - » San Jose-North of Bakersfield
  - » $20.7 Billion – Fully Funded
- Extension to San Francisco, Merced & Bakersfield
  - » Operational by 2025
  - » Additional $2.9 Billion
- Phase 1 (San Francisco-LA/Anaheim)
  - » Operational by 2029
  - » $64.2 Billion – Reduction from 2014

CENTRAL VALLEY: Construction Is Underway

- Approximately 119 Miles
- Madera to North of Bakersfield
- Approximately $3 Billion Investment

HIGH-SPEED RAIL: Investing In Small Businesses



- 30% Goal for Small Business Participation
  - » 10% Disadvantaged Business Enterprises (DBE)
  - » 3% Disabled Veteran Business Enterprises (DVBE)

HIGH-SPEED RAIL: Creating Jobs & Workforce Development

- Targeting: California
- Construction: Direct, Indirect Jobs in Hard-Hit Sectors
- Over 350 Construction Workers Dispatched in Central Valley
- Over 250 Pre-Apprentice Graduates

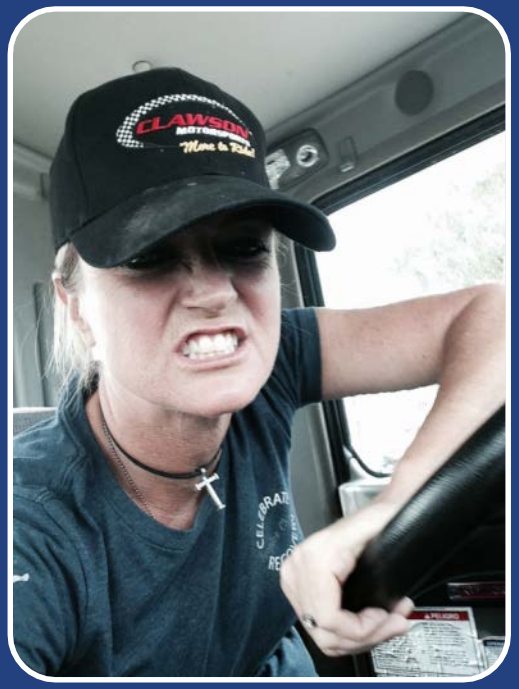
FACES OF HIGH-SPEED RAIL

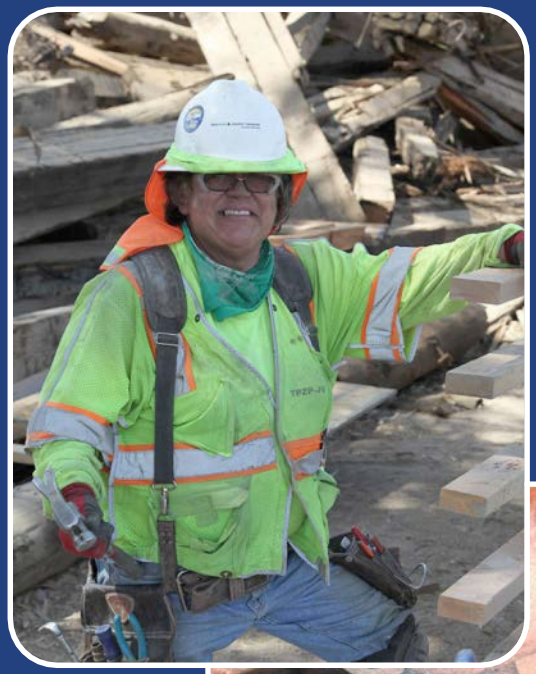
Yovani Moreno

Kristen Katchadourian

Tammy Prado

Becky Zahourek



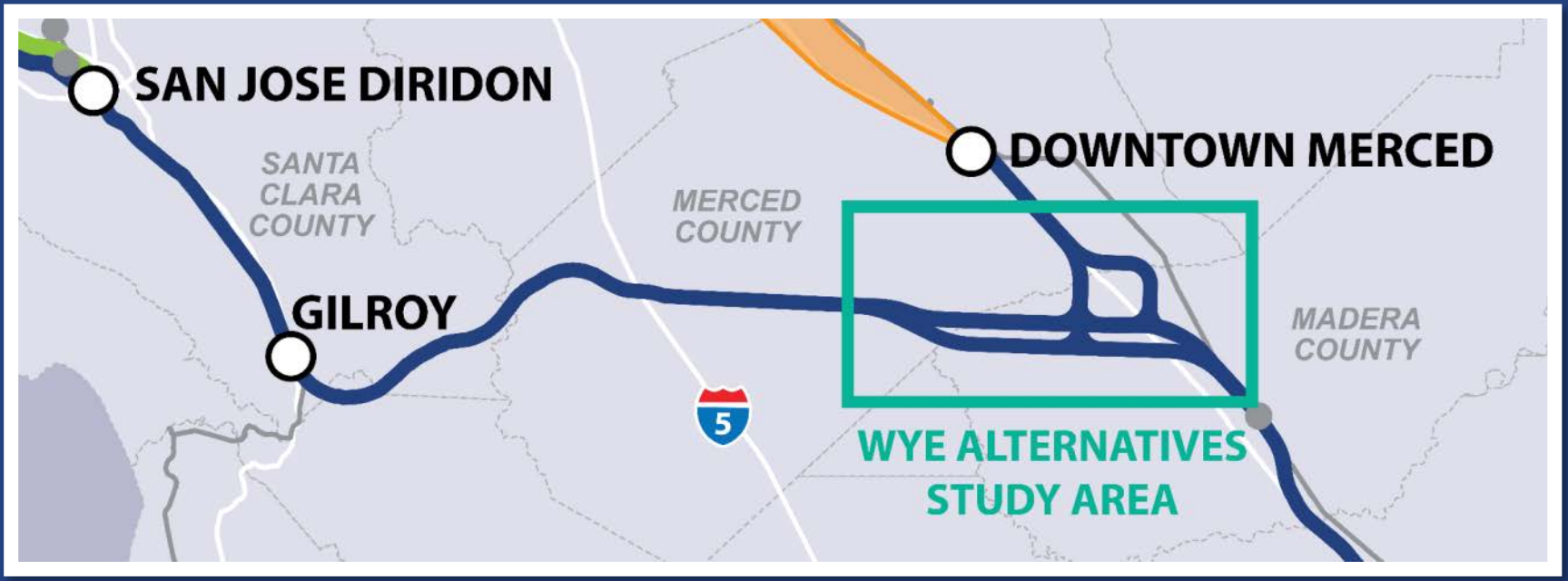


SAN JOSE TO MERCED PROJECT SECTION UPDATE

Gary Kennerley, Project Manager

SAN JOSE TO MERCED PROJECT SECTION

- 84-Mile Corridor
- Central Valley Wye Portion Being Studied Separately
- Stations Being Studied:
  - » San Jose (Diridon)
  - » Gilroy



COLLABORATIVE APPROACH

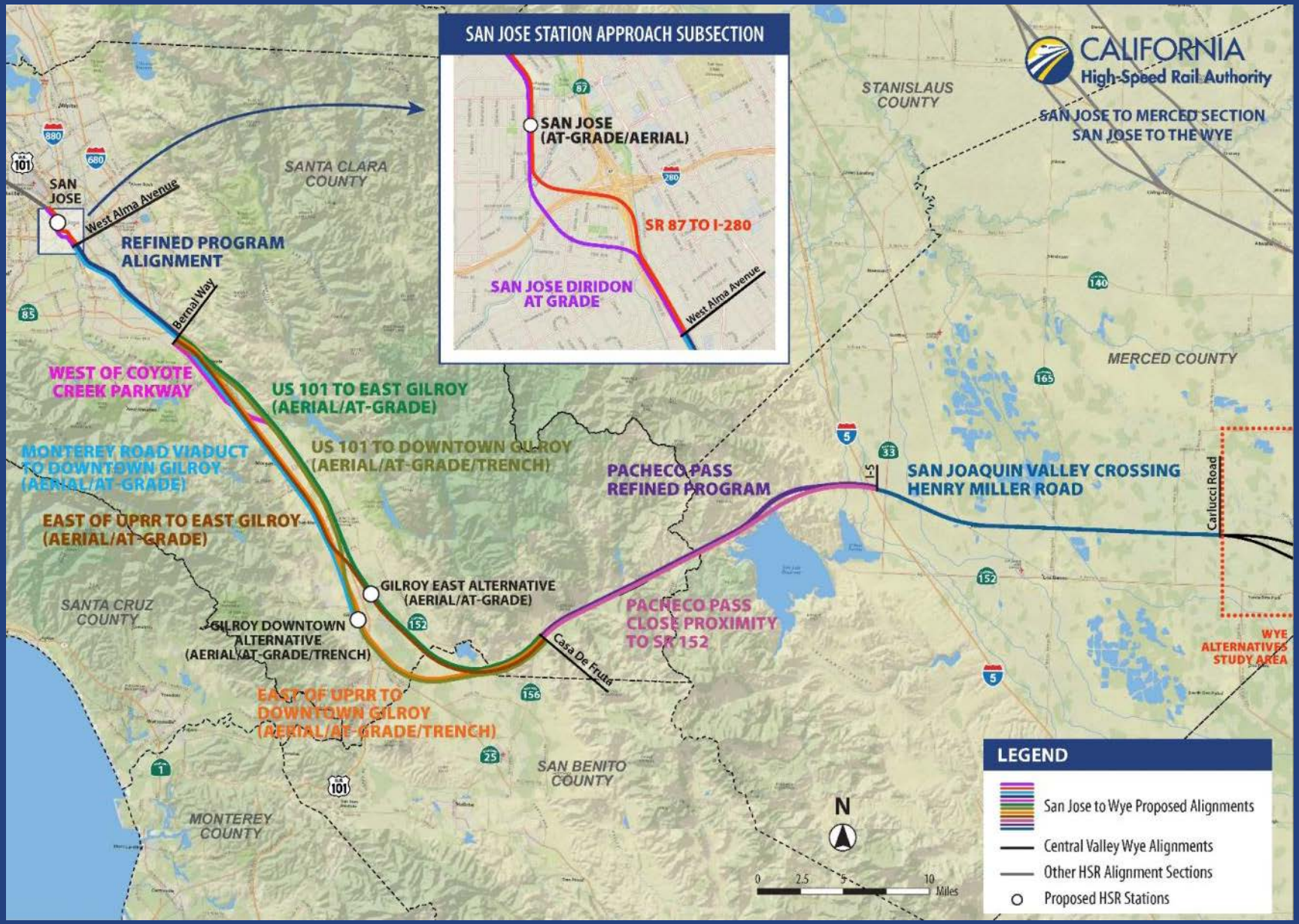
SAN JOSE TO MERCED: Project History

- Project History
  - Past Project Alternatives
  - San Jose Visual Design Guidelines
  - Focus Shift to Central Valley Wye
- What Has Happened
  - Central Valley Wye
  - Regulatory agency concurrence on the range of alternatives to be studied in the environmental document
  - Station Area Design Work
- New Design Refinements
  - Blended Service at Diridon
  - Monterey Viaduct
  - Pacheco Pass Tunnel Refinements

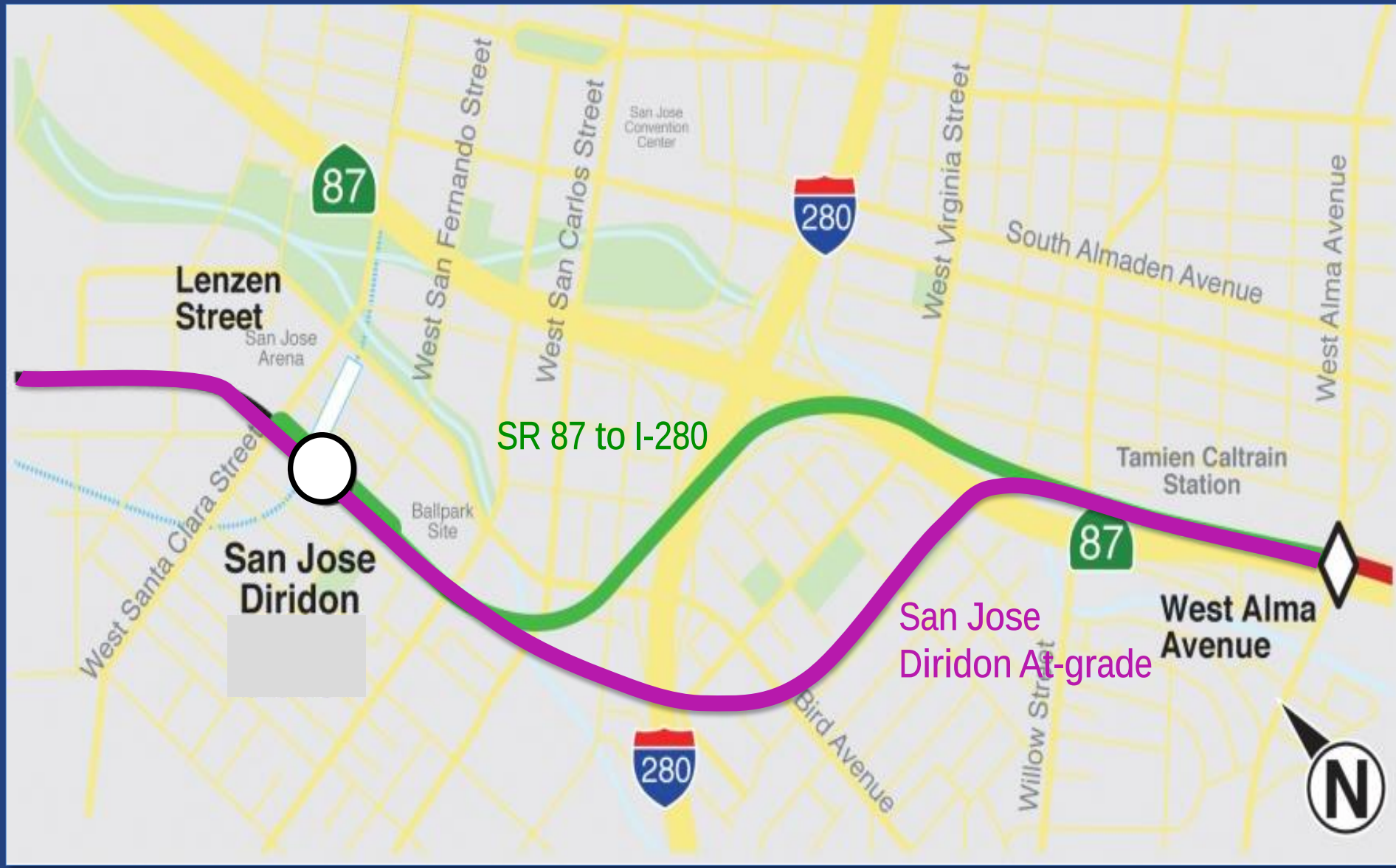
SAN JOSE TO MERCED: Current Work

- Validating Previous Studies
- Developing Technical Studies
- Field Studies Underway for Geotechnical and Environmental Analysis
  - » Occurring in Public Right of Way
  - » Permit to Enters to Be Sent for Access to Private Property
- Advancing Design
- Station Planning

SAN JOSE TO MERCED: Current Alternatives

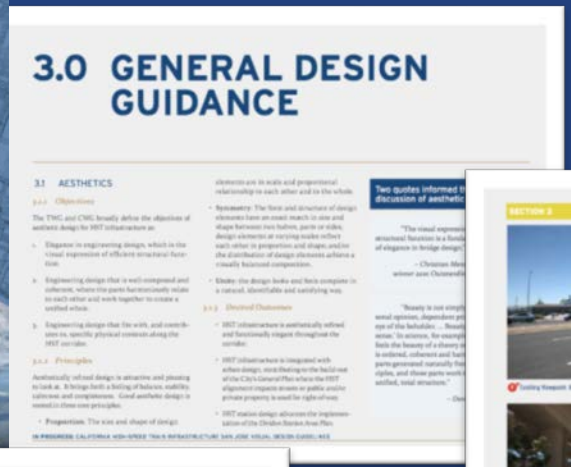


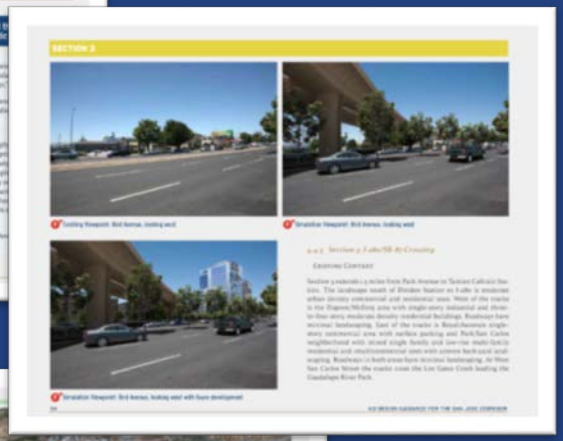
PROJECT DETAILS: San Jose Station Approach

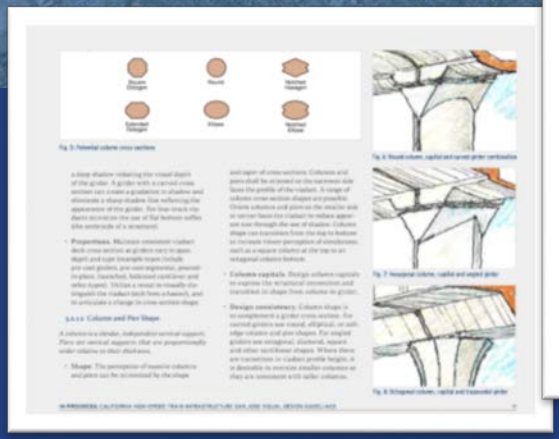


PROJECT DETAILS: Final Visual Design Guidelines

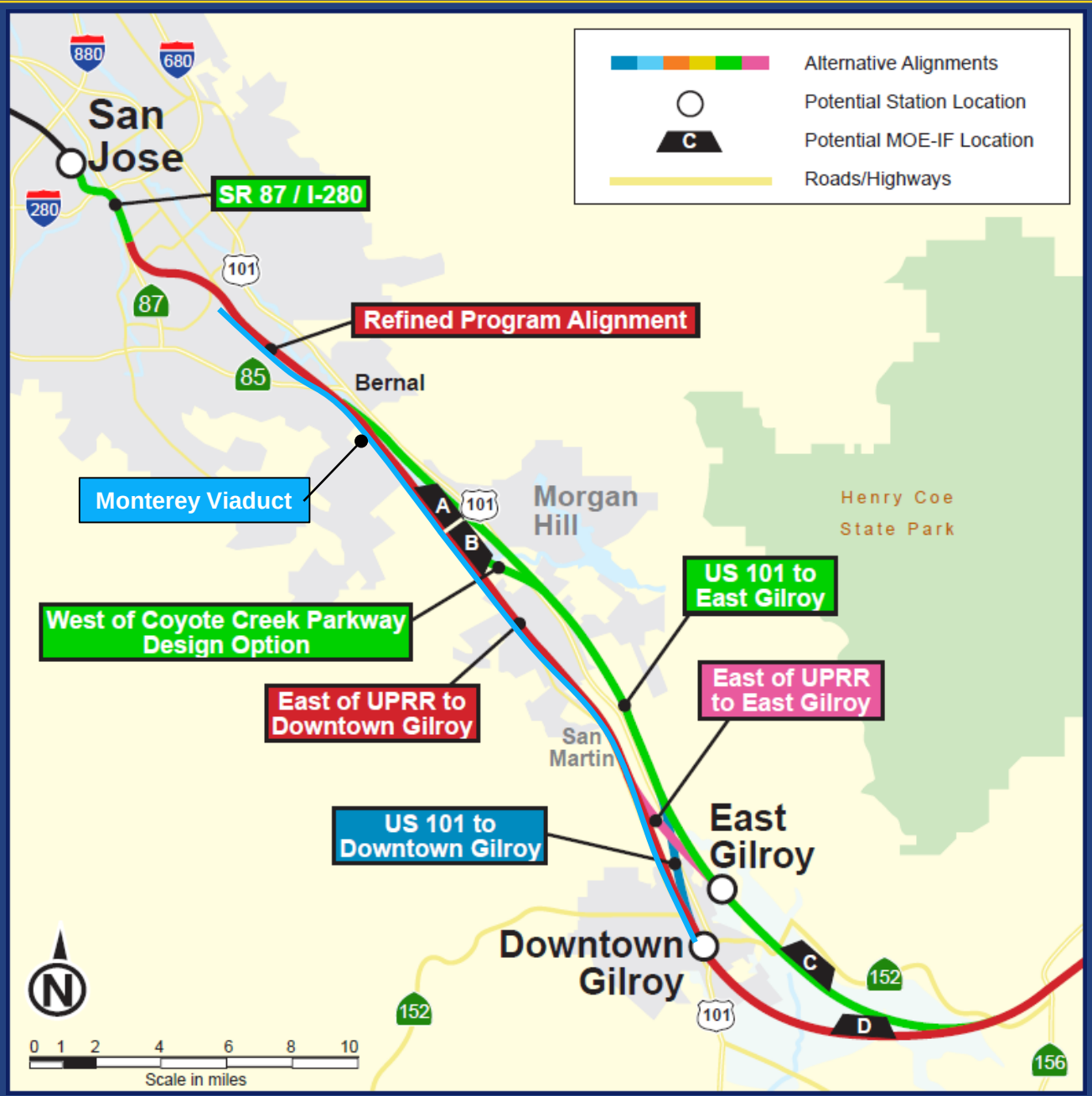
- Extensive review and input with City of San Jose and community
- Defines roles and responsibilities for implementation



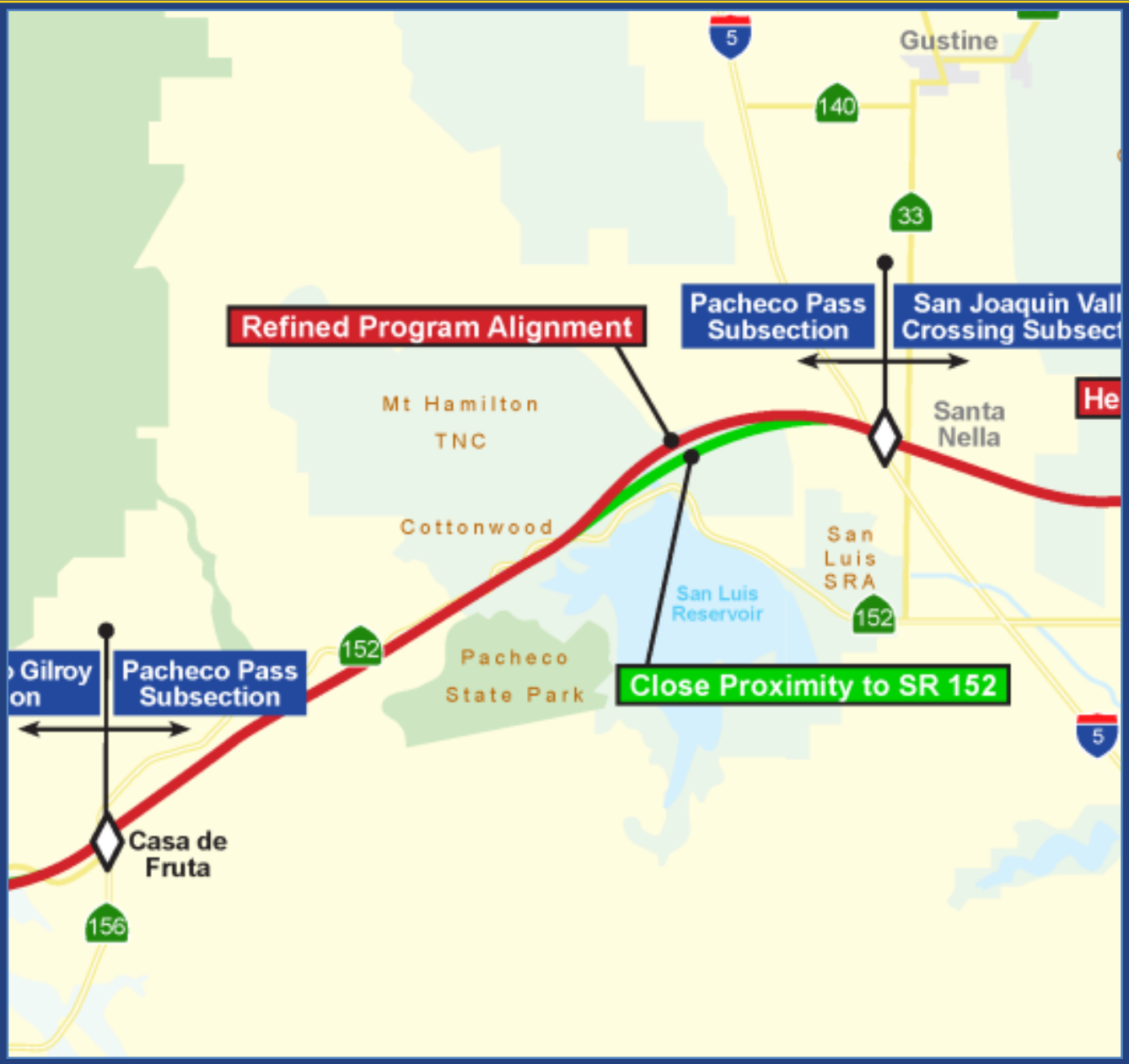




PROJECT DETAILS: Morgan Hill/Gilroy Subsection



PROJECT DETAILS: Pacheco Pass Subsection

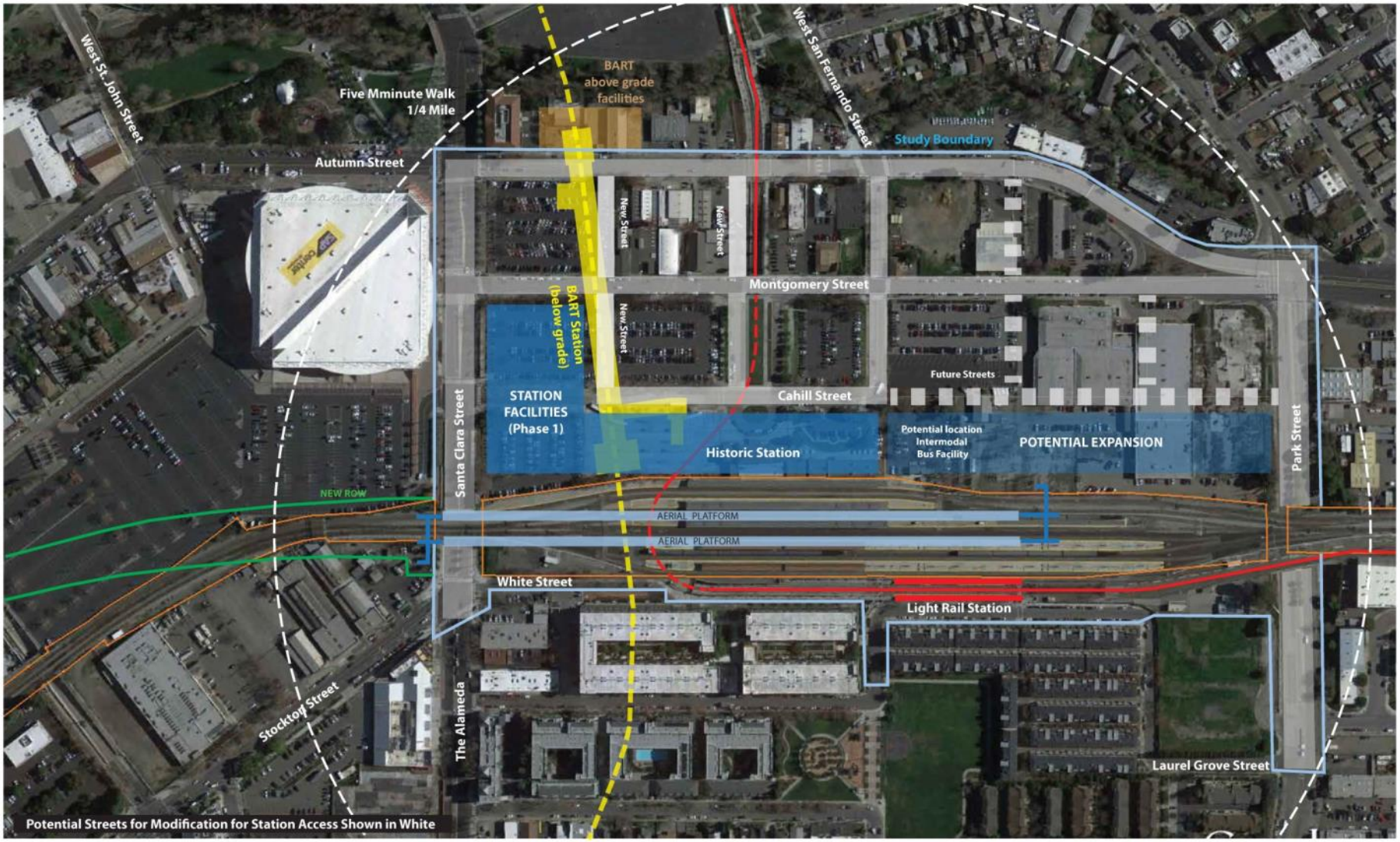


PROJECT DETAILS : San Joaquin Valley Subsection

STATION PLANNING

Ben Lichty, Senior Transportation Planner

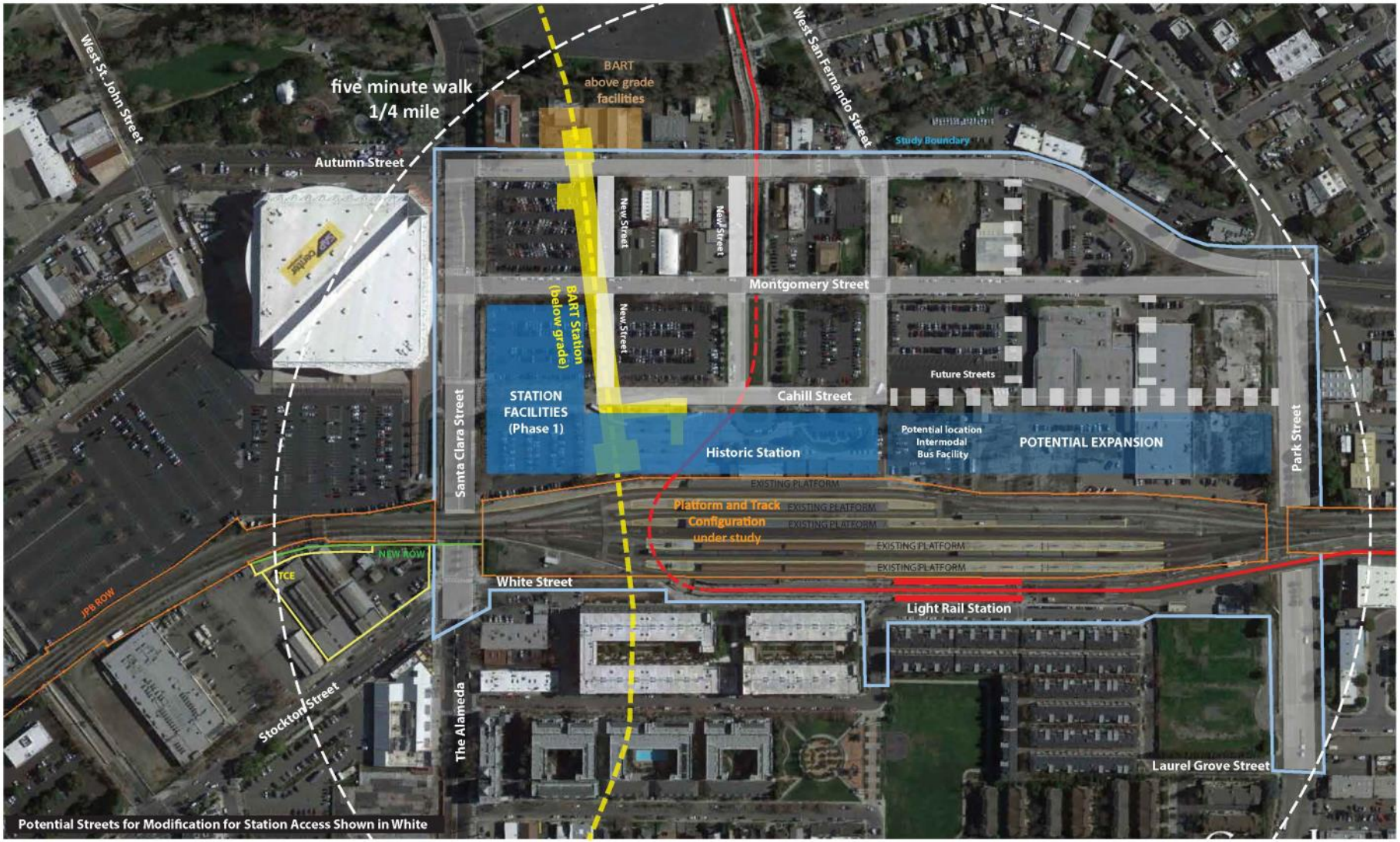
SAN JOSE TO MERCED: San Jose Station (Diridon)



California High Speed Rail Authority - San Jose to Merced Section
Rail Delivery Partner - WSP/Parsons Brinckerhoff - HNTB - Fukuji Planning & Design
Scale: 1'=100' - May 10, 2016

Study Area for San Jose Station - Aerial Alternative

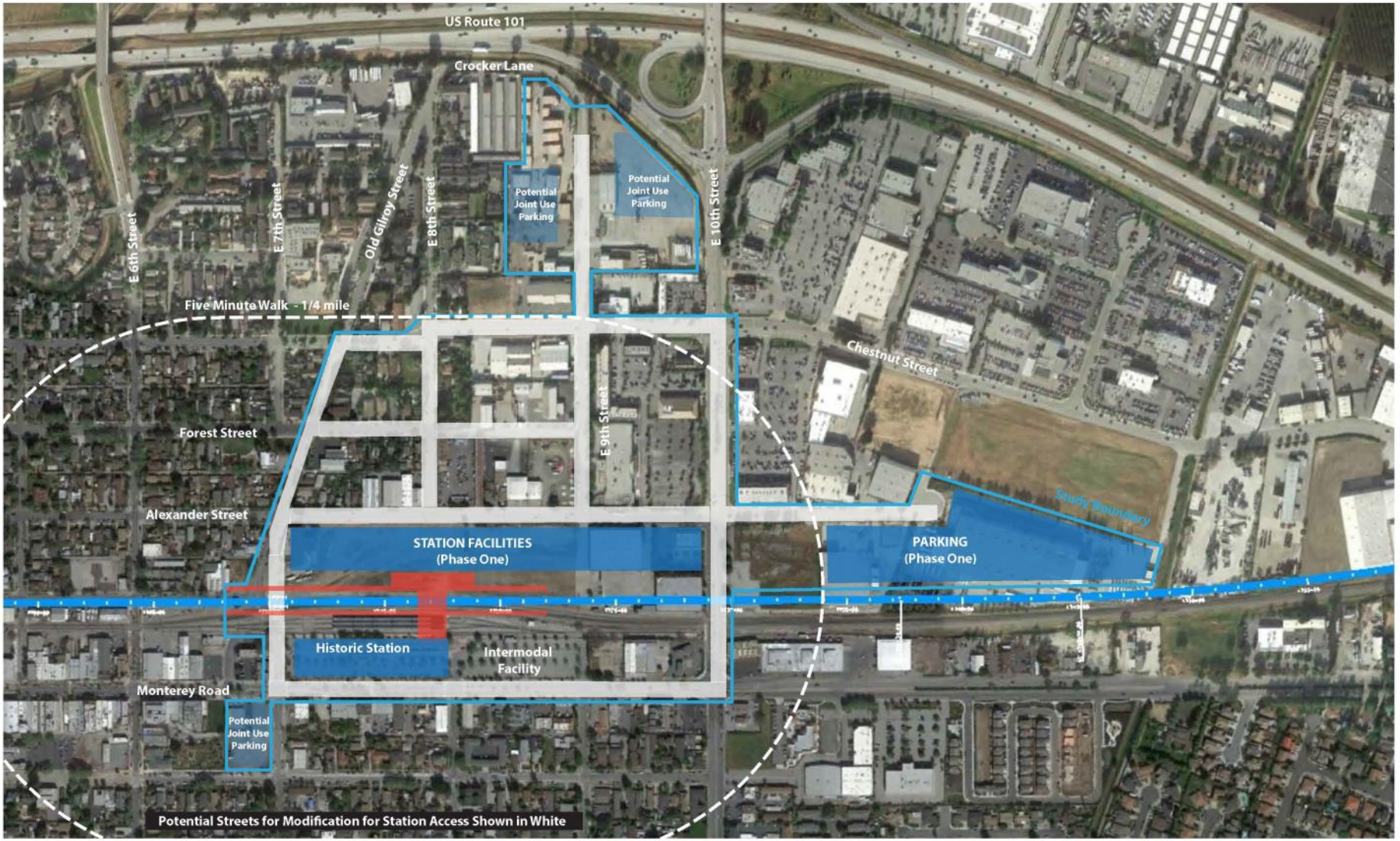
SAN JOSE TO MERCED: San Jose Station (Diridon)



California High Speed Rail Authority - San Jose to Merced Section
Rail Delivery Partner - WSP/Parsons Brinckerhoff - HNTB - Fukuji Planning & Design
Scale: 1"=100' - May 10, 2016

Study Area for San Jose Station - At-Grade Alternative

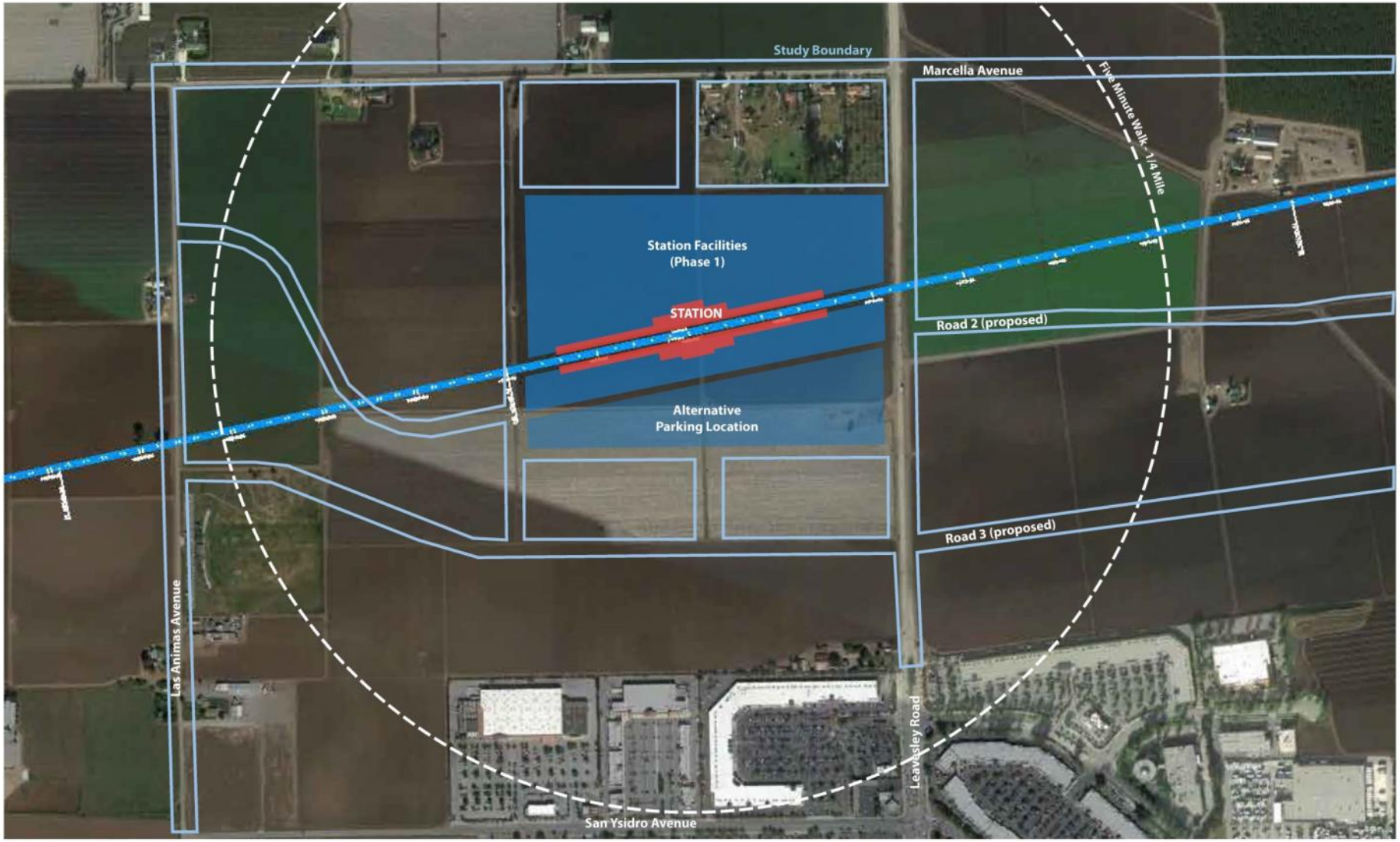
SAN JOSE TO MERCED: Gilroy Station (Downtown)



California High Speed Rail Authority - San Jose to Merced Section
Rail Delivery Partner - WSP/Parsons Brinckerhoff - HNTB - Fukuji Planning & Design
Scale: 1"=350' - May 10, 2016

Study Area for Downtown Gilroy Station

SAN JOSE TO MERCED: Gilroy Station (East)

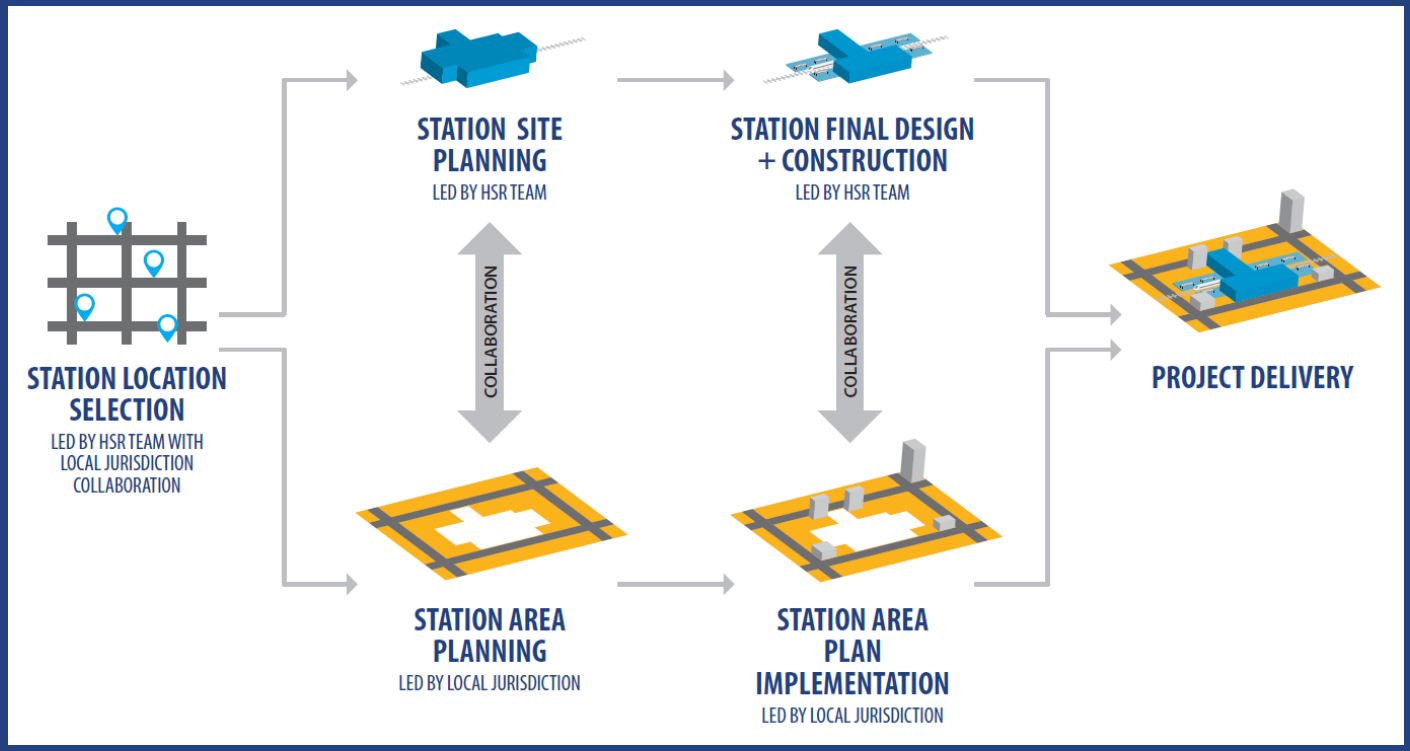


California High Speed Rail Authority - San Jose to Merced Section
Rail Delivery Partner - WSP/Parsons Brinckerhoff - HNTB - Fukuji Planning & Design
Scale: 1'=200' - May 10, 2016

Study Area for East Gilroy Station

STATION CLEARANCE

- Station Location
- Conceptual Station Site Layout
  - » Transit, Vehicle, Bike, Pedestrian Access & Parking
  - » Building Footprint & Massing
  - » Historic Resources



STATION PLANNING

- Station Area Planning Agreements
- Partnership with the Authority
- District-scale planning of the station area
  - » Optimize intermodal connectivity
  - » Land assembly, joint development
  - » Leverage funding opportunities
  - » Financing and partnerships

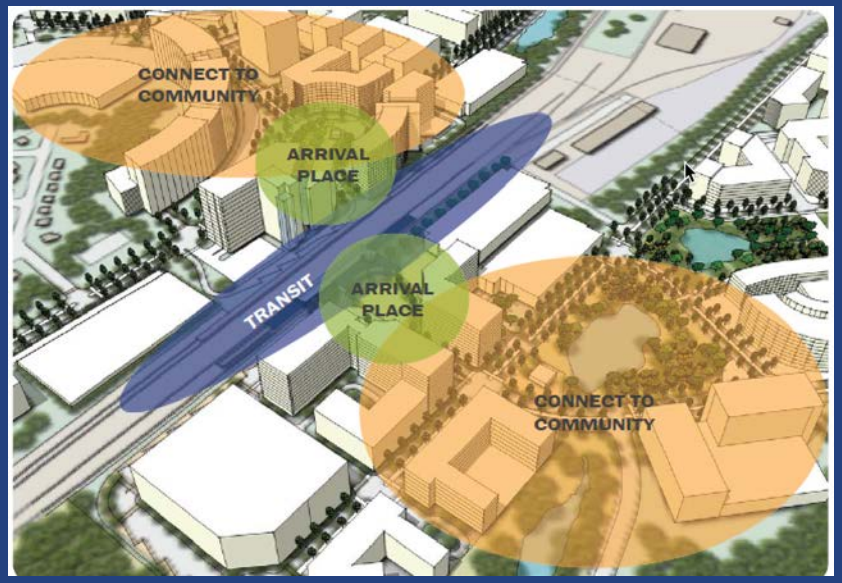
- Future Station Design
  - » High performance design criteria
  - » Next step after environmental
  - » Architect-lead design teams
  - » Collaborative process

CITY OF GILROY
INCORPORATED MARCH 12, 1870
CALIFORNIA

CITY OF
SAN JOSE
CAPITAL OF SILICON VALLEY

APPLYING INNOVATION

- Sustainability Opportunities Beyond the Building
- Zero-Net Energy – Net Energy Positive
- Transit-Oriented Infill Development
- Resilient Infrastructure
- Renewable Electricity



ENVIRONMENTAL REVIEW PROCESS

Rich Walter, Environmental Manager

SAN JOSE TO MERCED: Environmental Process

SCOPING

2009

- *Environmental Scoping*

2009 to 2014

- *Preliminary Alternatives Analysis*
- *Supplemental Alternatives Analysis*
- *Supplemental Alternatives Analysis*
- *Checkpoint B: Regulatory Range of Alternatives*

PROJECT UPDATE

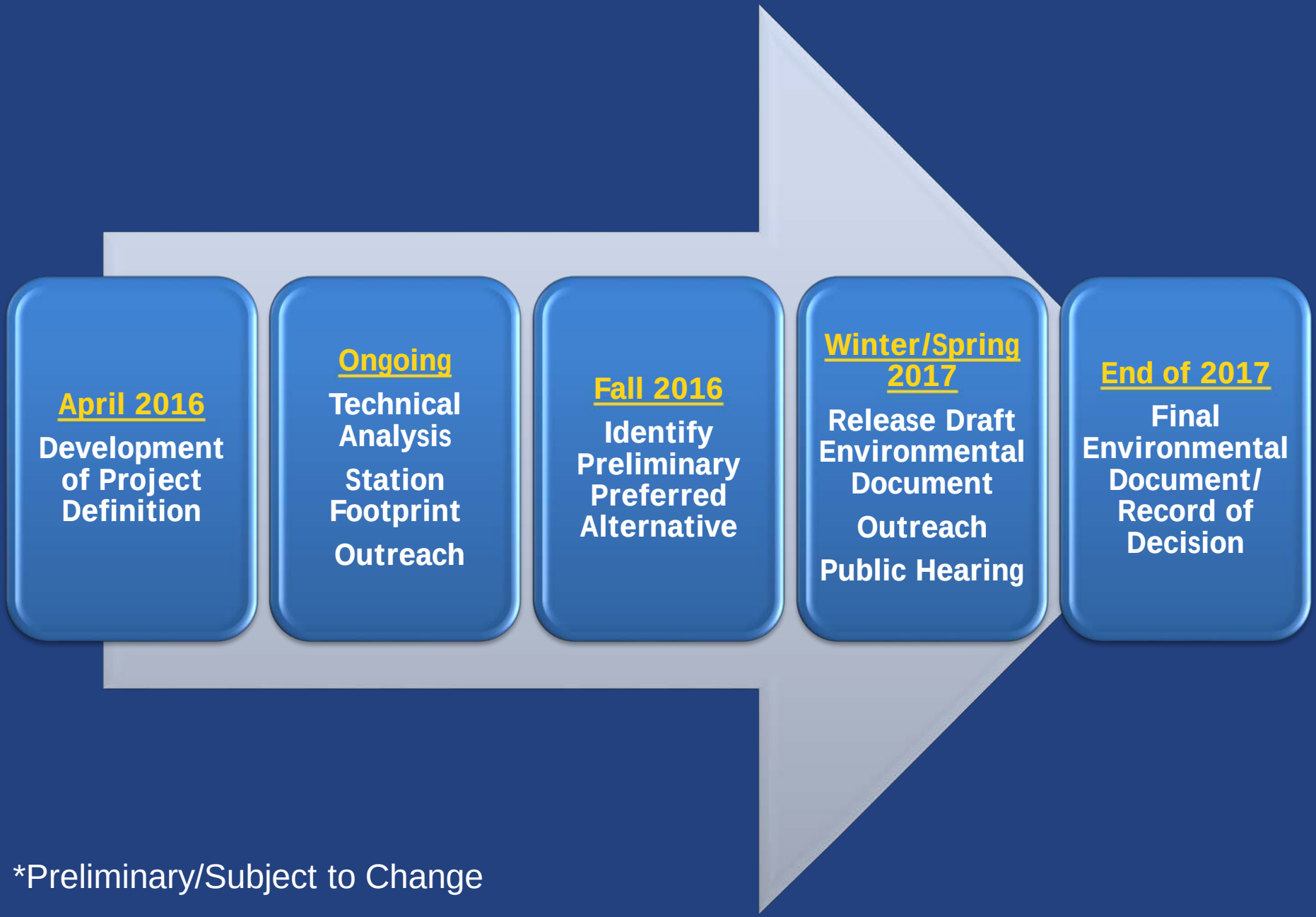
TODAY

- *Project Definition for Environmental Analyses*
- *Project Update and Stakeholder Engagement*

KEY ENVIRONMENTAL CONSIDERATIONS

- Aesthetics and Visual Quality
- Agricultural Farmlands
- Air Quality and Global Climate Change
- Biological Resources and Wetlands
- Cultural Resources
- Cumulative Impacts
- Electromagnetic Fields and Electromagnetic Interference
- Environmental Justice
- Geology, Soils, Seismicity, and Paleontology
- Hazardous Materials and Wastes
- Hydrology and Water Resources
- Noise and Vibration
- Parks, Recreation, and Open Space
- Public Utilities, Energy, and Public Services
- Regional Growth
- Safety and Security
- Section 4(f) and Section 6(f) Evaluations
- Socioeconomics and Communities
- Station Planning, Land Use and Development
- Transportation

SAN JOSE TO MERCED: Schedule*



*Preliminary/Subject to Change

SAN FRANCISCO TO SAN JOSE PROJECT SECTION UPDATE

Will Gimpel, Project Manager

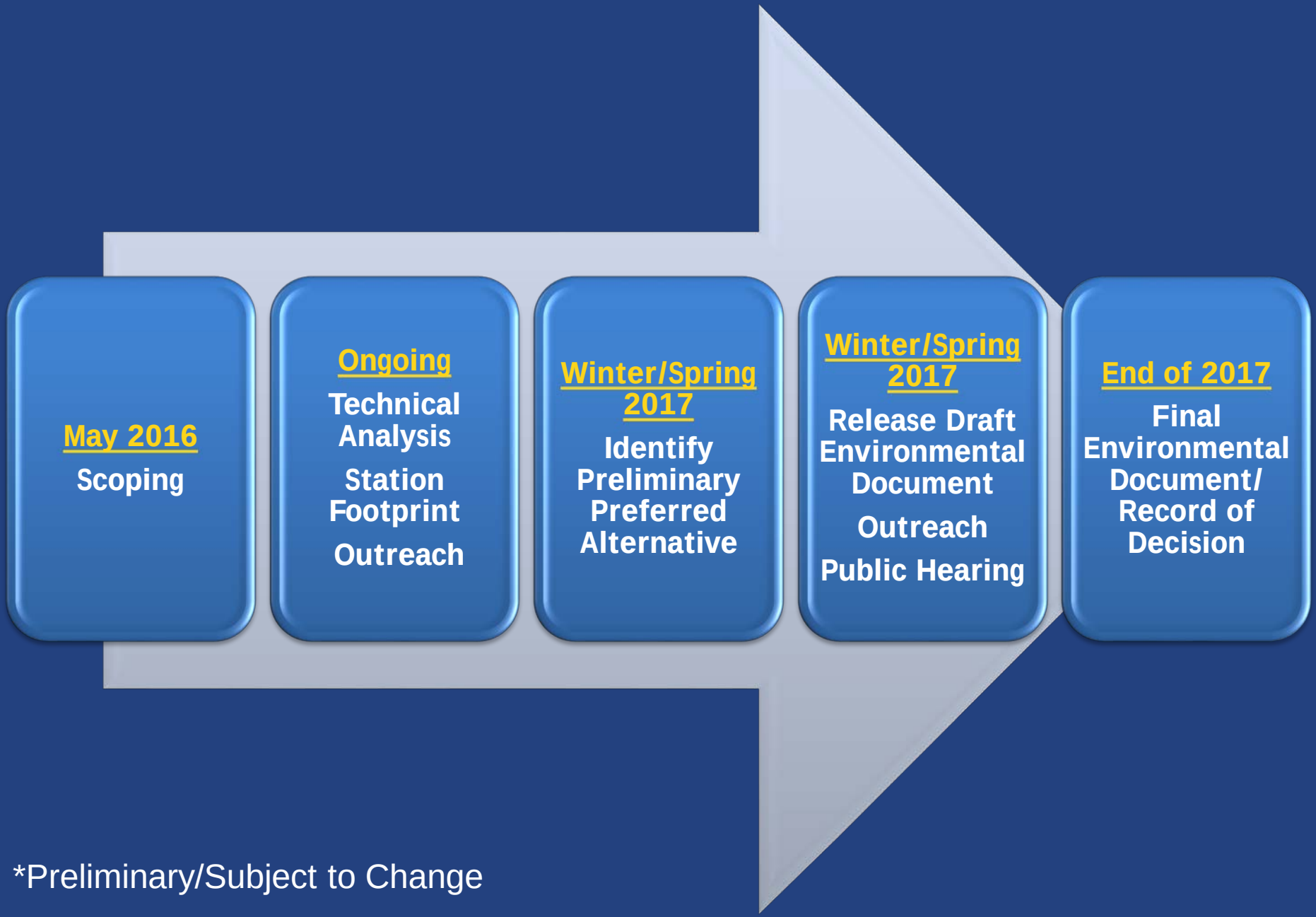
SAN FRANCISCO TO SAN JOSE: Blended System

- 51-mile corridor
- Blended Service on Electrified Caltrain Corridor
- Stations Being Studied:
  - » 4th and King (San Francisco)
  - » Millbrae-SFO
  - » San Jose (Diridon)

SAN FRANCISCO TO SAN JOSE: Project Description

- Alignment defined by state legislation and regional, multi-agency agreements
- Blended system which will support a modernized Caltrain service and high-speed rail service primarily on shared track
- Approach minimizes impacts on surrounding communities, reduces project cost, improves safety and expedites implementation

MILESTONE SCHEDULE – SF TO SJ*



*Preliminary/Subject to Change

PUBLIC SCOPING/ENVIRONMENTAL REVIEW INITIATED

- Notice of Intent (NOI)/Notice of Preparation (NOP) Issued on May 9
- Initiates Federal and State Environmental Review
- Public Scoping Meetings Being Held
- Comments Being Accepted Through June 10, 2016
- Scoping Meetings (5:00 p.m. – 8:00 p.m.):

San Francisco	San Mateo	Mountain View
May 23, 2016	May 24, 2016	May 25, 2016
UCSF Mission Bay	San Mateo Marriott	SFV Lodge
1500 Owens St.	1770 S. Amphlett Blvd.	361 Villa St.
San Francisco, CA	San Mateo, CA	Mountain View, CA

PUBLIC COMMENT

Two Minutes Per Speaker

THANK YOU & STAY INVOLVED

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